felt justified in requesting Government to have the work done in the current year. The road was also the outlet to Punalur Station for an area of 6,000 acres of tea and rubber estates and other cultivation, and the already heavy traffic was rapidly increasing. Unless substantial repairs were made, the road would again become impassable during the next monsoon and the same hardships, experienced in the past, when bandies broke down daily in their efforts to take loads to and from Punalur Station, would present themselves.

(2) *Koni-Estate road.*—The Association asked for a maintenance grant for that road. It was 7 miles long and was cut by the Koni Estate at a cost of over Rs. 15,000. The maintenance charges so far amounted to Rs. 3,000 and metalling to Rs. 1,000. The road had opened up a very large area of land rapidly coming under cultivation and was a means of transporting very large quantities of firewood and minor forest produce. If Government would give a maintenance grant for the portion of the road outside the Estate boundary, it would be of great use in keeping it in order.

(3) *Kallar-Ponmudi road.*—The planters were grateful to Government for what was being done to improve the road. The Member only asked that the metal waiting to be put down be laid before the next monsoon.

(4) *Nagercoil-Balamore road.*—It was in a disgraceful condition, the surface being but a series of large holes which rendered the road extremely dangerous for all traffic. It was one of the main arteries out of Nagercoil and served a very large area lying east of the town. There was no justification for the toll being levied in view of the extremely bad condition of the road. In the interests of the large number of ryots and cultivators, not to speak of those of the planters, the road ought to be put in order. The roads leading to the estates in the district were also in need of attention. The Member also asked Government to consider the necessity of extending Oliver's Road which ran off the 13th mile of the Nagercoil-Balamore Road a distance of about 3 miles, to provide an outlet for the estates on that side.

(5) *Width of Tyres Act.*—The Member recommended that a law on the lines of the above Act should be enacted as a means of improving the roads. As was well known to all Engineers, narrow-tyred wheels under heavy loads meant very heavy maintenance charges upon even good roads, so much so that, in very many countries, legislation had been introduced to regulate the extent of loads with respect to the width of the tyres on the vehicle. If such an Act were introduced to provide for the gradual elimination of the present very narrow tyres, the result would soon be manifested in the better condition of the roads. He trusted that Government would take up that aspect of road maintenance and get a report prepared by the officers of the P. W. D., with a view to the introduction of a "Width of Tyres Act".

(6) *Registration and inspection of carts.*—It was the opinion of the Member that, like *Vallams*, motors, cycles, etc., carts should also be registered, as such annual registration and inspection would produce much good and greatly help the users and hirers of such vehicles.

Dewan's reply.—A report will be called for from the Chief Engineer on the various points mentioned by the Member.

74. Need for opening and maintaining an irrigation channel near the Paravur bar in order to prevent the inundation of the adjoining paddy fields from salt water.

Mr. P. K. John M. A. & B. L.--(Member, Quilon Taluk) represented that the damage to paddy cultivation in the extensive areas around the Paravur lake by the influx of salt water and the necessity of preventing the same by some adequate measures had been repeatedly pressed at the Assembly for some years past. The conduct of the Railway contractors during the past three years in removing enormous quantities of sea-sand from and around the bar and in thus causing the bar to remain open beyond the limited period had aggravated the usual damage to crops by the influx of salt water, made the lands unfit for cultivation in those years and caused loss to

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the farmers to the extent of Rs. 60,000. The paddy lands affected by the action of the bar were situated in the five *pakuthies* represented by the Member. The measure of relief proposed by the Member was the restoration and maintenance of an old irrigation channel to keep back the salt water. The Member, in company with Mr. Stephen Joseph, Member for last year, inspected the channel. Their estimate for the re-construction of the channel, three furlongs long, was Rs. 4,500 made up of—earth-work-clearing, Rs. 1,147, laterite revetment, Rs. 2,400, earth-work cutting foundation, Rs. 80, contingencies, Rs. 363, and compensation, Rs. 500.

Dewan's reply.—The representation of the Member will be referred to the Chief Engineer for report.

75. Needs of the people of Kizhakkekallada in respect of means of communication and agriculture.

Mr. V. Padmanabha Pillai (Member, Quilon Taluk) said that, as a result of the representations of the people, culverts and *chira varampus* (bunds) were put up in the Chittumala *chira* by Government at a cost of Rs. 10,000 so that the water in the *chira* might be of use for agricultural operations. But the height of the chief culvert to the west of the *chira* should be raised by two feet, if the water should be of use. When the construction of the culverts was going on, the people spent large sums of money in cutting a canal 3 miles long to take the water to their paddy lands on either side in the hope that they would have sufficient water. But they were disappointed as the culvert referred to above was not high enough. As they were convinced of the necessity of increasing the height, they put up a mud-wall over the culvert and thus succeeded in getting water. But with the onset of the first rains, the mud wall collapsed. The Member, therefore, requested that the height of the culvert over a length of 120 feet be increased by two feet. If the cost of raising the culvert exceeded Rs. 500, the people were prepared to recoup the excess amount and they were also willing to carry out the work on contract on the estimate of the department.

There was a bund at a place called Cheekan. During the rainy season, the bund gave way causing immense damage to property and even loss of life. The distress caused was so acute that relief measures had to be taken from funds raised by the public. He knew that the D. P. W. officers, after local inspection, had prepared an estimate for cutting a canal for the surplus water. He requested that early action be taken to carry out the work.

On the road from Kundara to Chittumala temple, there was a steep descent on the western side of the temple to a distance of about half a furlong. The Member requested that the dangerous portion might be rendered useful and safe and that the Choruthil bridge recently washed by the floods be restored.

Dewan's reply.—Reports will be called for from the Chief Engineer and the Dewan Peishkar on the representation of the Member.

76. Metalling of the Anchal Punalur road and the construction of two bridges.

Mr. H. Janardana Iyer (Member, Pathanapuram Taluk) said that the Anchal-Punalur road was in a deplorable condition and that the metal used was of the poorest specimen. The toll levied at present should be suspended till the road was improved. The branch road leading from the Punalur suspension bridge to the Mahadevar temple was equally unserviceable and it abruptly ended in a channel in front of the temple. The road should be repaired thoroughly with a bridge over the channel. A bridge should also be provided over the streamlet crossing the Kadakkal-Changamanad road branching from Ayirur-Kulathupuzha road from the Anchal Proverthi Cutcherry.

Dewan's reply.—An estimate for Rs. 3,590 has been sanctioned for the repair of the bad portions of the Anchal-Punalur road. The Executive Engineer reports that the worst portions of the road have been taken up. The question of bridge will receive attention in connection with the new road under contemplation from Kunnicode to Anchal market, as also the bridge near the temple.

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